

Series I
Correspondence,
1932-1973

Box 4, Folder 7

March 18, 1952 -
May 9, 1952

~~CONFIDENTIAL~~
~~NAVY INFORMATION~~
March 18, 1962

Dear Captain Minter:

In accordance with our agreement and, particularly, with the desires of Lieutenant Forzie (?), I am sending you some of the papers on a loan, which he feels will be helpful in expediting his work for this office.

These papers show Japanese searches from Formosa and give weather as encountered by search planes based on Okinawa, on Shinshiku, Northern Formosa and on Kanoya, Southern Kyushu.

I am also sending you what I have written to date on the operations of Halsey's 3rd Fleet. In this you will see every day the weather conditions that existed in the area of the task force and sometimes that over the target. Thus, the weather is shown on pages 98, 99, 105, 107, 117, 127, 135, 150, 155, 159, 172, 178, 183, 187, 188 and possibly on other pages as well.

The diagrams forwarded with this will indicate the location of the various forces from day to day. TF-38 of the 3rd Fleet was the heavy line forces operating off Hasei Shoto Formosa, etc. I think you can readily determine this.

The write-up on the 3rd Fleet is confidential and not to be passed around except as necessary to accomplish your mission.

Very sincerely yours,

R.W. BATES.

Encls: 7 Diagrams
Translations showing Japanese searches.

Captain R.O. Minter, USN,
OPNAV,
Room 5E609, Pentagon Bldg.,
Navy Department,
Washington 25, D.C.

~~CONFIDENTIAL~~
~~NAVY INFORMATION~~

UNCLASSIFIED

1079

March 20, 1952

Dear Duby:

Thank you very much for your letter of March 12th in which you advised me that I could not have Commander Gabbert. It is unfortunate that your decision had to be that way, but I defer to your judgement.

I have written to Captain Kenney telling him what I wish and he has advised me that he will do what he can to supply my needs adequately.

The weather up here is swell, and you would enjoy it. I am not saying this to make you unhappy, but with the hope that some day you and Gertrude will come up this way and renew your old contacts.

With very best regards to you and to your extremely capable and cooperative assistant Casey Green, I am,

Your old friend,

R.W. BATES.

Vice Admiral L.T. DuBose, USN,
Chief of Naval Personnel,
Navy Department,
Washington 25, D.C.

1080

April 4, 1952

Dear Captain Minter:

I hate to be passing the bag, but we are in need here of your weather data. I don't know how far advanced you are on the diagrams that I sent you, but it is possible that some of them have been completed. I refer particularly to October 10th to 17th inclusive.

Can you send us any of these diagrams?

With best wishes for a Happy Easter, I am,

Very sincerely yours,

R.W. BATES.

Captain R.O. Minter, USN,
OPNAV,
Room 5E609, Pentagon Building,
Navy Department,
Washington 25, D.C.

1081

April 4, 1952

Dear Captain Kenney:

I have your letter of 28 March, and was in the process of acting on it when I walked a Commander Charles A. Marinke, USN. I also received, at the same time, a letter from Captain R.E. Palmer, attached to the Joint Chiefs of Staff, indicating that Commander Marinke would appear. It seems that Commander Marinke was advised by Commander Semmes that he might be issued this assignment.

I have talked with Commander Marinke and I think that he would be an addition. While he is not a graduate of the War College, which is bad, he has had much other experience, which is good. I introduced him to Admiral Conolly and to Admiral Beakley and he is now passed for the War College, if you desire to send him.

In making this affirmation, however, I wish to state that the War College is only willing to accept Commander Marinke providing his reputation and his record are high. The President of the War College will only permit officers to be on this staff who have the highest military records. If you issue orders to Commander Marinke I will know that this is so in his case.

Commander Marinke says that he is now in the hospital at St. Albans and expects to serve with me, should he be so ordered, until about a year from June. This will be satisfactory to me as the job that I have for him will be thoroughly restricted in scope and should be completed by then. If it isn't, I may have to ask for a limited extension.

With best wishes for a Happy Easter, I am,

Very sincerely yours,

R.W. BATES.

Captain W.T. Kenney, USN,
Bureau of Naval Personnel,
Pers-B1,
Navy Department,
Washington 25, D.C.

1082

April 7, 1952

Dear Captain Webb:

I am afraid that you may have considered that I have delayed very much in writing a reply to your letter of February 12th. Actually, the subject matter of your letter - Improving The Quality of Leadership Decision Within the Navy - is very dear to my heart and I have wanted to write you ere this. However, I gave the correspondence to the President of the War College and asked him to survey it. It is only now that he has returned it. I have also spoken to civilian professors on this subject and there is an intense interest among them. Very frankly, most people had difficulty in studying your letter. One comment stated, "I do not understand exactly what is intended. The proposal seems vague to me."

Actually the general opinion in the War College is that we would object to being regimented to a group of the composition proposed in the basic letter. In fact the President of the War College seems to feel that the proper representative should be the Head of the Command and Staff course, since that course is essentially a training course.

It is my understanding that you and some of your associates, as well as others not associated with you, have been making a study of this matter and have arrived at some conclusions of very limited scope.

There seems to me to be considerable merit in the idea that, while leadership is a "skill", it may be possible to discover, by methods similar to yours, people who have leadership skills and those who do not. It is important to discover this early in an officer's career so that he may be orientated into that place where he fits best.

Perhaps if you can expand those ideas of yours more fully we may be better able to comment on your proposals.

- 2 -

I discussed some of your thoughts with Dr. J.W. MacMillan when he was here last week and introduced him to the President and Chief of Staff of the War College. Perhaps he may be a little help.

Best to you and best wishes for a pleasant Easter, I am,

Very sincerely yours,

R.W. BATES.

Captain J.C. Webb, USN,
Bureau of Naval Personnel,
Room 2633, Arlington Annex,
Arlington, Virginia.

1084

April 8, 1952

Dear Bud:

Here is an additional page which I am sending you concerning the submarines in the HIT PARADE.

My write-up, which you now have, indicates that the submarines in the HIT PARADE might well have been reinforced from CONVOY COLLEGE and/or MARU MORGUE. I have decided to amplify this by pointing out that it was possible to have provided additional reinforcements from other submarines en route to the areas.

I am quite interested in how you are coming on your perusal of my analysis. It has now been under study by Admiral Henry K. Hewitt, who has been reviewing it for the past three weeks. He thoroughly agrees, from the command viewpoint, on the comments I have given in the book. Admiral Conolly is inclined to insist that practically all of the submarines should have been placed in the HIT PARADE. I haven't gone along with that as in my mind it wasn't necessary, but certainly more submarines should have been in the HIT PARADE.

With best regards and hopes that I will hear from you presently, I am, as ever,

Your old friend,

R.W. BATES.

Rear Admiral E.E. Yeomans, USN,
Room 4B713, Pentagon Building,
Navy Department,
Washington 25, D.C.

Enclosure: Page 238a (Allied)

1085

April 21, 1952

Dear Mr. Johnson:

I was in New York on Friday and reviewed to date the story board which Mr. Lee Blair at Film Graphics is preparing. I had hoped that you would be there, but evidently Mr. Blair forgot to tell you, although this had been arranged for some days. Your name did not come up at all so I am not sure whether you are familiar with his method of procedure.

The President of the Naval War College was with me. He wished to see the method of converting the script to a story board and he thought it quite interesting.

For your information, Mr. Blair, instead of drawing the story board in ink as heretofore, is making it in pencil and his story board is considerably smaller than those used heretofore. It seemed alright to me to do it this way, although it may not be in accordance with the contract, over which I have no say nor knowledge. Mr. Blair had his drawings pasted on the wall in sequence so that the continuity showed up fairly well. On the other hand it is difficult to stand for hours and look at drawings and especially so when the display panel is difficult to get close to. It is much better, I think, to sit down to them - at least to some of them. Mr. Blair also had a tendency to proceed at top speed to which I objected and suggested that he slow down, so that we could study the picture against the script. Except for the above comments it was quite obvious that he is thoroughly familiar with what we are seeking and his completed background should be very good. It is not impossible that with your knowledge you may be able to improve on what he is doing. I repeatedly stressed to him and to his artists, that we are not preparing a narrative film of the Battle of Savo Island, but are instead preparing a command study. Therefore, I do not wish to discuss the narrative of the battle so much as I wish to discuss the pros and cons of the principal decisions of the commanders concerned. It is here that the problem lies in the filming in any one of these battle studies. I had stressed this point repeatedly in the production of the Battle of Coral Sea, which had been made by Film Graphics, but the Chief Artist seemed to have forgotten that, for he thanked me for stressing this point.

-2-

Anything that you can do to keep Film Graphics on the beam on this point will save money and time. I will not approve a simple narrative film of this battle, but I will approve a film which adequately portrays the problems of command.

Mr. Blair was pleased that I had shown up, and asked me to come as often as I wished as he would be very happy to have me. It is obvious that he, at least at present, is as anxious as we are to complete this film in minimum time.

In the future, if I go to New York to review the story board, and I may do again in two or three weeks, I think it would be well if you were present. On the other hand, I don't have to be present when you are there since you have much more to do in the making of the film than I do.

With best regards, I am,

Very sincerely yours,

R.W. BATES.

Mr. G.I. Johnson,
U.S. Naval Photographic Center,
Naval Air Station,
Anacostia 20, D.C.

1087

April 21, 1952

Dear Mr. Blair:

Our meeting last Friday was, in general, quite satisfactory and you seem to be getting off to a good start. Needless to say, Admiral Conolly was quite interested in the story board setup.

The overall commander of the Japanese, at this time, was Admiral Isoroku Yamamoto; the Commander 8th Fleet, Vice Admiral Gunichi Mikawa. Pictures of both of these admirals are in Admiral Morison's Volume V - The Struggle For Guadalcanal. Admiral Yamamoto, on page 98, and Admiral Mikawa, on page 42. I am writing to Japan to endeavor to obtain new photographs of the above two officers and also to obtain photographs of Rear Admiral Arimoto Goto (CruDiv 6), Rear Admiral Mitsuharu Matsuyama (CruDiv 18), and Rear Admiral Sadayoshi Yamada (Fifth Air Attack Force).

There was no moon during the battle. Moonrise was not until 0444 and even then it was in the last quarter.

I was glad that I showed up because I wished to stress the fact that this is not primarily a narrative of the battle, but is instead a command study where great attention must be paid to the portraying of the commanders problems and mental processes.

With very best regards, I am,

Very sincerely yours,

R.W. BATES.

Mr. Lee Blair,
Film Graphics,
245 W. 55th Street,
New York, N.Y.

1088

April 22, 1952

Dear Commander Good:

Thank you for returning the papers. I think that you really returned more than was planned or required, since the diagrams were sent to you with the idea that your section would place the weather on them directly. I am referring, of course, to the War College diagrams showing the movements of forces.

As I had discussed this matter very thoroughly with Captain Winter, with Captain Dimitrijevic up here, and with the Lieutenant who was doing the work when I was in Washington last, I am afraid that Captain Winter will be startled when he returns from leave to discover how far behind he is in supplying the weather data required. He told me that on receipt of the data it would take about one month to complete the job. Now two or three months have elapsed.

I realize that the problem is not easy - that, in fact, it is very difficult and I am very understanding about it. However, I am very anxious to get the weather so that we may complete the First Volume which embraces up to 0719, October 17th, 1944. Therefore, I am returning to you the Diagrams on which it was agreed you would place the weather.

Very sincerely yours,

R.W. BATES.

Enclosures: Diagrams

Commander G.D. Good, USN,
Office of the Chief of Naval Operations,
(Op-533),
Navy Department,
Washington 25, D.C.

1089

April 22, 1952

Dear Bud:

It was very nice to find that you had found time to read the SubPac operations preceding Leyte and have found them strategically and tactically sound.

I understand thoroughly what you mean about the morale factor. It might well be make some comments in the SubPac section similar to those made in the SubSoWes-Pac section. If you will observe page 94U you will see there a discussion of this very point. If you think it well, I will put something of that nature in the SubPac operations.

The point is, of course, that if awards are to be given for tonnage sunk, and not for military operations where no sinkings are recorded, such as reconnaissance operations, the morale factor may be affected. This thought must be considered by the submarine commander in assigning missions.

With best regards and many thanks for your interest, I am, very sincerely,

Your old friend,

R.W. BATES.

Rear Admiral E.E. Yeomans, USN,
Room 4B713, Pentagon Bldg.,
Navy Department,
Washington 25, D.C.

1090

April 23, 1952

Dear Bowling:

I am in receipt of a letter written by a LCDR Richard M. Monahan, USNR, former Squadron Commander of Motor Torpedo Boat Squadron NINE wherein he requests information concerning an award recommendation for a LT James H. DuBose, USNR.

The Bureau of Naval Personnel erroneously forwarded this to me for comment, but since the Squadron was under your command from March to June in 1945, I think I should forward the papers to you. I do not wish to do so, however, until you request it. Otherwise I plan to return them to the Bureau and suggest that it refer them to you. It seems more sensible to refer them to you direct from here with a copy to the Bureau.

Another subject. I was disappointed, in coming to Washington recently, to note that you were no longer in the Under Secretary's Office and was advised there that you had been transferred to the Staff of the National War College. I imagine that that is an excellent assignment and I congratulate you on it, although I shall miss you.

Another subject. I also missed you at the NFB Ron Banquet at the N.Y.C. last Friday evening. Many of your old admirers were there. The affair went off about as usual, but unfortunately the toast master and several of the speakers got off on a "filthy story" theme, which lowered the quality of the meeting. Frankly, I think that these "get togethers" should be on a high level with the filth left out.

With best regards,

Your old friend,

R.W. BATES.

Captain S.S. Bowling, USN,
Staff, National War College,
Washington 25, D.C.

1091

April 30, 1952

Dear Captain Minter:

Thank you very much for your letter of April 24th returning the 3rd Fleet operations section. Thank you also for the weather charts which we have now received.

I find these weather charts submitted very useful indeed, but unfortunately, someone decided that the only weather area to be completed was between Latitude 16°N and $28\frac{1}{2}^{\circ}\text{N}$ and between Longitude 114°E and 130°E . Actually we wished the weather on the entire diagram which we forwarded to you as that whole diagram is employed by various forces in this battle. For example, our diagram shows Southern Japan with air searches and submarines there, and also shows the Bonin Islands and the Marianas group. Your weather charts have completely omitted that area.

During the time that Halsey was operating against the Nansei Shoto, Formosa, Luzon Area - October 10th-17th - the 7th Fleet Forces were moving from their bases toward Leyte Gulf. A near typhoon was encountered on the 15th, 16th and 17th en route Leyte, which typhoon disrupted the mine sweeping group and disrupted the mine sweeping operations. Thus, in order to adequately appraise the operations of the 7th Fleet, the weather in that area should be included. I am, therefore, returning to you the basic weather charts which you made and I am again requesting that these charts be completed to the Longitude and Latitude limit shown on our basic diagrams which I returned to Commander Good.

Possibly some of this trouble is my own in that I only gave you Halsey's operations when I might have sent the whole book. I am, therefore, forwarding to you, under separate cover, the whole book up to October 17th - that is the Allied side of the whole book, as the Japanese side is still under evaluation.

Captain Dimitrijevic has been quite surprised at the reduced size of the weather charts and is as much at loss as I am as to why the reduced charts were made, unless someone erred in explaining what was wanted. He will

1092

-2-

probably write you a letter about this.

Once again, the charts are excellent and very valuable to us. I am sorry that you found it necessary to give the weather for 0600Z, which is 1500(-9) for I had hoped to have it for the whole day, but we will get on.

I shall write you a separate letter about the charts after October 17th, as this is a new subject.

I am very pleased to note that you have returned from leave. I hope that it was purely a rest leave and that it profited you greatly.

With very best regards, I am,

Very sincerely yours,

R.W. BATES.

Captain R.O. Minter, USN,
OpNav (Op-533),
Pentagon Building, Room 5E609,
Navy Department,
Washington 25, D.C.

1093

May 8, 1952

Dear Captain Ruddy:

On several occasions recently I have asked for the return of my copy of the script for the Battle of Savo Island. I cannot understand why my request in this matter constantly goes unanswered, although I spoke to Mr. Johnson about it when he was here only the other day. May I ask your assistance in obtaining my copy?

I went to New York some weeks ago and looked over the preliminary work being done by Film Graphics on the Battle of Savo Island. I thought that the work was progressing favorably and I gave Mr. Blair certain guidance instructions. I wrote Mr. Johnson about this visit and, as you know, Mr. Johnson is at present with Film Graphics in New York looking over the story board.

I had planned to be there with him. Then I thought it wise to allow Mr. Johnson and Mr. Blair to get themselves organized before I moved in.

I spoke to Mr. Johnson on the telephone yesterday and he seemed pleased with the way things were going, which was gratifying. However, there was one point which I thought might arise which I spoke to him about over the telephone. This point was this. I don't mind minor changes in the location of data in the film. That is, it might be better for film reasons to move one idea forward or backward in the scrip to improve the continuity of the picture. I told Film Graphics about this before when we did the Battle of the Coral Sea and also told Audio Productions and your Mr. Southgate. But, there is one matter concerning the book construction as well as the film construction which is not subject to modification. That is, the "format" must remain the same. This is particularly important in

-2-

presenting the background. There have been tendencies in the past, both in writing the books and in making the films, to try to reverse the format of the background and to place the plan, which in all books is at the end of the background, somewhere near the front. The reason for placing the plan at the end of the background is simple - the plan is being executed. This idea has been fully accepted by Admirals Spruance, Sherman, Beary, McCormick, Conolly, among others, all of whom understand planning, but it is not as first understood by non-students of war.

Outside of this, all should go well!

Best to you, as always,

Sincerely yours,

R.W. BATES.

Captain J.A. Ruddy, USN,
Commanding Officer,
Naval Photographic Center,
Naval Air Station,
Anacostia 20, D.C.

1095

May 8, 1952

Dear Colonel Hammond:

I am in receipt of your letter of May 6th with reference to my presence as a representative of the Naval War College at the West Point Sesquicentennial May 20th, 1952.

Everything in your letter, except the uniform to be worn, is clear and I will, naturally, comply. Unfortunately, the "semi-dress uniform" is unknown to me and to the Army representatives at the War College. We presume that it is khaki tropical worsted with coat and trousers, but we are not sure. I thought of bringing my tropical worsted for the day, my blues for the evening, and my academic robes as a Master of Science for the academic procession.

I should appreciate a letter from you advising me as to the correctness of my analysis of your uniform requirements.

Looking forward to seeing West Point again, and particularly at this memorable occasion, I am,

Very sincerely yours,

R.W. BATES,
Commodore, U.S. Navy.

Colonel T.W. Hammond, Jr., U.S.A.,
Sesquicentennial Director,
U.S. Military Academy,
West Point, N.Y.

RWB:mwb

1096

May 9, 1952

Dear Captain Minter:

I am enclosing herewith certain weather data, which I have taken out of the book as well as out of certain action reports and war diaries. I feel that this data might be helpful to you in working up the remainder of the weather for the diagrams up to and through October 17th.

I have found very little data concerning the typhoon which preceded Admiral Halsey on his strikes on October 10th. Your diagrams don't seem to show much about this typhoon either and yet Admiral Halsey felt that, because of its effects, he would be able to gain surprise on Okinawa, and perhaps on Southern Kyushu. Perhaps no effects of this typhoon had been left in the Okinawa area on October 10th, but the effects must have been felt to the northeast of that area.

Likewise the typhoon which so embraced Admiral Oldendorf - that is, CTG 77.2 - on his approach to Leyte should have shown marked effects within limited areas.

Once again let me thank you for your understanding of my job here and my needs. The charts which you fixed up are excellent, and will be outstanding when they have been completed over the whole area.

With best regards, and with renewed expression of my delight that you have returned from leave, I am,

Sincerely yours,

R.W. BATES.

Encls: Excerpts from A/R, W/D and Battle for Leyte Gulf
Manuscript.
Weather Charts 10th-17th October 1944.
Charts - Breakdown - 15th, 16, 17th October 1944.

Captain R.O. Minter, USN,
OPNAV,
Room 5E609, Pentagon Building,
Navy Department,

Washington 25, D.C.

1097

LOUISVILLE (F) CTS 77.2

POSIT	T I M E	WIND	FORCE		BARO- METER	TEMP		CLOUD FORM	SKY COVER- AGE	VISI- BILITY
				KTS		DRY	WET			
						<u>12</u>	<u>Oct</u>			
1200	8	W		7	29.71	82	79	C AS	9	7
1-21S	12	W		8	29.68	84	80	C AC	9	7
146-41E	20	SSW		7	29.65	83	78	CU AC	7	4
						<u>13</u>	<u>Oct</u>			
1200	8	S		5	29.68	84	78	CU CC	9	8
1-45N	12	SSW		5	29.63	84	78	CU AS	8	8
147-06E	20	SW		4	29.63	81	77	CU AS	6	6
						<u>14</u>	<u>Oct</u>			
1200	8	SW		5	29.66	82	79	CU AS	10	7
4-53N	12	SW		7	29.63	82	77	SC AC	9	7
137-05E	20	W		6	29.61	79	77	SC	10	3
						<u>15</u>	<u>Oct</u>			
1200	8	SW		21	29.60	78	76	SC AS	10	7
7-48N	12	W		19	29.56	77	75	SC AS	10	5
131-40E	20	W		17	29.63	77	76	ST AS	10	4
						<u>16</u>	<u>Oct</u>			
1200	8	SW		20	29.57	80	78	SC AS	10	7
7-45N	12	SW		16	29.55	83	78	SC AS	10	7
129-57E	20	SW		19	29.51	80	79	NS	10	2
						<u>17</u>	<u>Oct</u>			
1200	8	S		32	29.45	78	77	NS AS	10	2
10-16N	12	S		42	29.41	79	77	NS	10	2
126-38E	20	SSE		25	29.50	83	80	NS	10	1

1098

LOUISVILLE (F) CTG 77.2

- 16 Oct During Afternoon the weather became increasingly bad with high winds from the west and frequent heavy rain squalls indicating the presence of a storm of near typhoon intensity to the northward.
- 17 Oct The storm increased in intensity during the forenoon, wind reaching force 12. During the afternoon the weather changed to southward and decreased to force 6.

1099

CONCARDIV 24 TU 77.4.2
CVE NATOMA BAY(F)

POSIT 1200	T I M E	WIND	FORCE		BARO- METER	TEMP		CLOUD FORM	SKY COVER- AGE	VISI- BILITY
				KTS		DRY	WET			
1-028 146-21E	8	SW	4	11-35	29.87	82	77	ST CU	9	36
	12	W	3	7-10	29.78	83	78	ST CU	10	36
	20	SW	3	7-10	29.80	86	--	ST CU	8	6
<u>13 Oct</u>										
1-32N 142-04E	8	SW	4	11-15	29.83	84	78	ST CU	8	35
	12	SW	2	4-8	29.76	86	78	C	2	40
	20	NE	4	11-15	29.78	86	--	CU NB	6	8
<u>14 Oct</u>										
4-52N 137-09E	8	NNW	2	4-6	29.81	83	79	ST CU	10	25
	12	NNW	4	11-25	29.77	83	78	ST CU	10	25
	20	NW	6	22-27	29.71	80	--	NB	10	3
<u>15 Oct</u>										
7-29N 131-36E	8	SW	8	34-40	29.74	79	76	CU NB	10	10
	12	SW	8	34-40	29.73	76	75	NB ST	10	16
	20	SW	4	11-16	29.77	78	--	NB	10	2
<u>16 Oct</u>										
7-37N 129-50E	8	SW	6	22-27	29.68	82	79	ST CU	8	36
	12	SW	6	22-27	29.70	82	77	A ST	10	26
	20	SSW	6	22-27	29.69	83	--	CU NB	10	5
<u>17 Oct</u>										
10-10N 126-58E	8	SSW	8	34-40	29.74	79	76	NB	10	3
	12	SSW	7	22-25	29.73	76	75	ST CU	10	14
	20	SE	6	22-27	29.77	80	--	ST CU	10	3

1100

Action Report CTU 77.4.2

(CVE NATOMA BAY)

- 15 Oct Weather conditions poor, no flying operations, low visibility, remained squally all day.
- 16 Oct Weather conditions poor, some flying; indicative of tropical storm development (in about Lat. 11-30N, Long. 126-00E)
- 17 Oct 0045 heavy seas, persistent heavy rainfall, wind increased to 54 kts in next 8 hours; storm abated in afternoon

No further comment on weather

PARCHER

POSIT	TIME	WIND	FORCE		BAROMETER	TEMP		CLOUD FORM	SKY COVER-AGE	VISI-BILITY
				KTS		DRY	WET			
2000 15-00N 184-27E	20	NW	2	4-6	29.88	80	--	CB	8	6
<u>12 Oct</u>										
2000 12-57N 184-26E	20	NE	3	7-10	29.82	84	--	CU CB	4	7
<u>13 Oct</u>										
<u>14 Oct</u>										
1200 16-18N 183-53E	8	NE	3	7-10	29.87	83	--	SC	2	8
	12	NE	3	7-10	29.87	84	--	SC	4	8
	20	NE	2	4-6	29.86	82	--	SC CB	9	7
<u>15 Oct</u>										
2000 20-05N 181-34E	20	NE	3	7-10	29.92	79	--	CU CB	10	8
0400- Heavy swell from the NE, frequent rain squalls										
<u>16 Oct</u>										
2000 20-50N 120-25E	20	NE	3	7-10	29.92	80	--	--	10	5
0400- Heavy showers, thick, cloudy weather										
<u>17 Oct</u>										
2000 20-40N 120-34E	20	NE	4	11-15	29.94	80	--	CU	1	8
0400- Clear and pleasant, starlight, rolling easily										

1102

NAUTILUS

POSIT	TIME	WIND	FORCE		BARO-METER	TEMP		CLOUD FORM	SKY COVER-AGE	VISI-BILITY
				KTS		DRY	WET			
						<u>12 Oct</u>				
1200 2-20N	8	SW	4	11-13	29.99	85	85	CB	7	7
130-58E	12	SW	4	11-16	29.90	85	85	CI CU	3	7
	20	SW	2	4-6	29.86	86	85	SC	4	5
						<u>13 Oct</u>				
1200 2-29N	8	SW	3	7-10	29.88	86	85	CI CU	4	7
126-07E	12	SW	3	7-10	29.89	86	85	CI CU	6	7
	20	SW	1	1-3	29.85	86	83	CU	1	5
						<u>14 Oct</u>				
1200 3-30N	8	W	3	7-10	29.89	86	86	CI CU	5	9
122-07E	12	W	3	7-10	29.88	86	86	CU	8	9
	20	SW	2	4-6	29.85	86	86	CU	1	5
						<u>15 Oct</u>				
2000 4-44N	20	SW	2	4-6	29.87	84	84	CU	1	5
119-44E										
						<u>16 Oct</u>				
1200 7-35N	8	SW	2	4-6	29.87	85	84	CI CU	5	6
120-59E	12	SW	2	4-6	29.88	85	84	CB	10	6
	20	SW	2	4-6	29.86	86	85	CU	2	6
						<u>17 Oct</u>				
1200 11-38N	8	NE	2	4-6	29.81	85	84	SC	8	5
121-26E	20	NW	2	4-6	29.81	87	86	CB	10	5

1103

ANGIER

POSIT 2000	T I M E	WIND	FORCE		BARO- METER	TEMP		CLOUD FORM	SKY COVER- AGE	VISI- BILITY
				KTS		DRY	WET			
9-40N 118-54E	20	NNE	2	4-6	29.65	<u>12 Oct</u>		ST	1	5
						83	--			
10-12N 121-48E	20	S	3	7-10	29.63	<u>13 Oct</u>		A ST	10	5
						82	--			
11-57N 121-04E	20	NW	3	7-10	29.71	<u>14 Oct</u>		ST	7	5
						81	--			
13-25N 120-07E	20	S	3	7-10	29.68	<u>15 Oct</u>		ST	3	6
						84	--			
13-27N 120-06E	20	E	-		29.66	<u>16 Oct</u>		ST	3	6
						84	--			
13-32N 120-05E	20	E	3	7-10	29.66	<u>17 Oct</u>		ST	7	6
						85	--			

1104

BONEFISH

POSIT	TIME	WIND	FORCE		BARO-METER	TEMP		CLOUD FORM	SKY COVER-AGE	VISI-BILITY
				KTS		DRY	WET			
1200										
15-56N	8	E	1	1-3	29.79	87	--	CI CU	4	Unlimited
118-59E	12	E	0	1	29.76	87	--	CI CU	5	"
	20	N	1	1-3	29.74	90	--	CI CU	6	5
						12	Oct			
2000										
15-54N	20	NNE	2	4-6	29.71	86	--	CI CU	3	10
119-37E						13	Oct			
2000										
15-25N	20	NNE	1	1-3	29.71	86	--	CU	3	10
119-34E						14	Oct			
2000										
15-25N	20	N	2	4-6	29.72	86	--	CU NB	8	5
118-57E						15	Oct			
1200										
15-44N	8	N	2	4-6	29.72	87	--	CI CU	5	Unlimited
120-40E	12	NNE	1	1-3	29.75	87	--	CU	5	"
	20	---	0	1	29.67	88	--	CU	3	10
						16	Oct			
1200										
15-41N	8	NNE	2	4-6	29.71	88	--	CI CU	3	Unlimited
119-37E	12	NNE	1	1-3	29.71	88	--	CU	4	"
	20	N	2	4-6	29.68	88	--	CU	3	10

1105

ESSEX (TG 38.3)

POSIT AT 1200	T I M E	WIND	FORCE		BARO- METER	TEMP		CLOUD FORM	SKY COVER- AGE	VISI- BILITY
				KTS		DRY	WET			
<u>12 Oct</u>										
22-44N	8	NE	4	16	29.99	80	75	AS	9	7
122-54E	12	NE	6	22	30.02	82	76	SC AS	8	7
	20	NE	5	17	29.98	80	76	ST	4	5
<u>13 Oct</u>										
22-57N	8	NE	6	25	29.99	79	73	CU	8	7
122-22E	12	NE	6	27	29.99	78	77	CA AS	8	7
	20	NE	6	25	29.96	77	77	CB	10	4
<u>14 Oct</u>										
23-15N	8	NE	5	20	30.00	80	75	CU CB	6	7
123-26E	12	NE	7	28	30.00	80	74	CB CI	9	7
	20	NE	6	22	29.96	79	76	ST	6	5
<u>15 Oct</u>										
18-08N	8	ENE	5	18	29.84	82	79	SC AS	6	8
128-58E	12	E	4	15	29.83	82	81	CU AS	9	8
	20	ENE	4	16	29.80	81	79	CU AS	7	5
<u>16 Oct</u>										
22-21N	8	ENE		16	29.91	80	76	SC AS	4	7
128-02E	12	ENE		16	29.92	80	76	CU CI	3	8
	20	ENE		18	29.88	80	77	SC AS	4	5
<u>17 Oct</u>										
21-15N	8	ENE		14	29.82	80	78	SC CB	7	7
127-19E	12	E		12	29.87	84	80	CU AS	5	8
	20	ENE		12	29.80	81	78	CU AS	5	7

1106

- 7 Oct In vicinity of Lat 29-00N, 137-00E. Typhoon reported moving north northeast at 14 kts - Hurricane winds and precipitous seas within 100 miles of center.
- Vicinity south of HONSHU, TREPANG reported wind 50-80 kts wind drawing to the north - barometer falling. TREPANG also reported that this area had in general limited visibility excepting for two or three days during period 13 Sept to 23 Oct.
- 8 Oct Oilers fueling TF 38 reported in vicinity Lat 19-00N Long 139-00E. Heavy swells moderately rough seas effects of passing typhoon.
- 10 Oct TF 38 in vicinity southern tip of OKINAWA - Flying conditions excellent. Surface winds northeast 13-18 kts Cumulus clouds 2/10-5/10 3,000 to 5,000 feet. Visibility unlimited Vicinity 19-33N, 116-38E complete overcast squalls.
- 11 Oct In vicinity Lat 21-00N, Long 124-00E East Northeast of APARRI - flying conditions good 3/10 cumulus clouds visibility 15 miles, wind northeast 12-15 kts, sea slight. Vicinity Lat 33-19 N, Long 138-56E seas from 270(T) waves 4-7 ft high. Vicinity 22-15N, 123-15E wind east northeast 17-20kts, scattered cululus. Vicinity 19-33N, 116-38E calm - good visibility 3/10 cloud.
- 12 Oct Vicinity Lat 22-00N, Long 123-00E about 59 miles east of FORMOSA. Flying conditions average - surface winds northeast 16-27 kts, cumulus clouds 2/10 to 7/10. Visibility 15 miles, sea slight. Southern FORMOSA visibility generally good, northern FORMOSA visibility generally bad with cold front approaching from the west. Weather overcast and squally in vicinity of APARRI.
- 13 Oct Vicinity Lat 22-00N, Long 123-00E about 70 miles 110° from SEIKOO Road - flying conditions average - surface winds from northeast about 28 knots. Cumulus clouds 4/10 increasing to 8/10 in afternoon visibility 15 miles sea moderate, increasing swells from northeast. Over FORMOSA generally good weak to moderate cold front passed northwest to southeast over FORMOSA and obscured the target several hours during passage. Very low ceiling and heavy squalls over northern FORMOSA in afternoon. Vicinity of Lat 29-31N, Long 127-35E - heavy overcast sea condition #3, wind and sea from north northeast. Vicinity APARRI - overcast and squally. Vicinity 29-00N, 143-41E, Heavy rain squalls.

14 Oct

Vicinity FORMOSA - Flying conditions average - cloudy to overcast. Ceiling 2500 ft increased during the day. Visibility good with intermittent showers. Wind northeast about 25 kts decreasing. Seas rough.

Vicinity Lat 22-00N, Long 123-00E about 120 miles northeast of APARRI - Flying conditions average to poor. Wind northeast 26 kts decreasing to 20 kts. Ceiling unlimited to 1,000 ft during day back to 8,000 by evening. Clouds 3/10 to overcast. Average visibility 8 miles. Sea moderate. Frequent rain squalls over APARRI and LAOAG (airfield on northern LUZON) was closed by bad weather.

Northern LUZON was shrouded in rain.

Vicinity 21-34N, 118-46E (100 miles west FORMOSA) ICEFISH headed north into heavy seas.

Vicinity 5-00N, 137-00E barometer 29.73 General West to northwest winds 5 knots increasing to 25 knots in afternoon.

15 Oct

In vicinity 21-48N, 124-17 E. High overcast, unlimited ceiling and scattered low clouds at 2500 ft. Good visibility with scattered light showers. Well developed high overcast aisia. Fresh to strong northeast winds. Barometer high.

Vicinity east coast LUZON - surface winds east-northeast 15 kts cumulus clouds 4/10 to 9/10 overcast by evening. Ceiling unlimited to 900 ft at evening. Visibility (fair) slight sea. Equatorial was passing through central PHILIPPINES extending toward GUAM.

Vicinity 34-43N, Long 139-48E fair visibility - prevailing seas 070°(T) overcast. Fog patches prevalent in TOKYO area.

Vicinity 07-47N 131-12 E winds southwest increasing to 35 kts Rain, seas from 230°(T), visibility decreased. A tropical disturbance reported between GUAM and PALAU Is.

Vicinity ANGAUR Island - Rain squalls - rough seas and cloud overcast.

Vicinity 08-00N, 132-00E. High winds and rough seas and heavy rains which continued during CTG 78.4's approach to LEYTE Gulf (15Oct-17Oct)

1108

16 Oct Vicinity Lat 22-00N, Long 128-14E winds northeast moderate to fresh. Moderate Sea.

Vicinity of 16-30N, 127-00E cloudy with 8/10 to overcast thunder showers, northeast wind 18 kts, visibility fair to good, slight sea.

Vicinity 07-52N, 129-43E, wind and sea moderate.

Vicinity 08-00N, 130-23E, ceiling was zero, seas rough, and heavy rain. By 0200, 12 Oct, winds increased to 34 kts, seas choppy, visibility poor, due in part to frequent rain squalls. Late evening wind increased to gale force from south-southwest with heavy rain and choppy seas. Low visibility.

Vicinity 27-49N, 130-37E - rainsqualls - vicinity 25-48N, 141-00E, visibility poor - sea rough.

17 Oct DINAGAT Island - West wind to 25 kts and some sea. Shifted to southwest and increased. Visibility poor

Vicinity Lat 21-00N, Long 127-00E. Good visibility - scattered clouds - light and infrequent showers - northeasterly fresh wind.

Over LEGASPI airfield - weather poor, 2,000 ft ceiling - haze, mist and rain.

Area east of SAMAR - heavy weather wind to 50 kts

Vicinity 10-21N, 126-25. A storm of relatively small size but of typhoon intensity passed 100 miles to the north of this formation.

1109